



Egypt-Invitation for Pre-qualification: Modernization of Signaling Systems on Cairo-High Dam Corridor (Beni Suef-Asyut Line Section)

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August 08

INVITATION FOR PRE-QUALIFICATION EGYPT MODERNIZATION OF SIGNALING SYSTEMS ON CAIRO-HIGH DAM CORRIDORS (BENI SUEF-ASYUT LINE SECTION)

Development of all the necessary Design, Supplying, Construction, Phasing, Testing and Commissioning, Spare Parts, Training, Documentation, Two (2) Years of Total Guarantee and Assistance in Operation Plus, As Option, Maintenance Services and Assistance in Operation During Five (5) Years.

International Competitive Bidding No.: *ENR-SIG-ICB-2008-07*

The Egyptian National Railways intends to apply for financing from the World Bank toward the cost of the Modernization of signaling systems on Cairo – High Dam Corridor (Beni Suef-Asyut Line Section) (the *Cairo to Alexandria corridor is the subject of another Invitation for Pre-qualification*), and it intends to apply part of the proceeds toward payments under the contract for development of all the necessary design, supplying, construction, phasing, testing and commissioning, spare parts, training, documentation, two (2) years of total guarantee and assistance in operation.

The Egyptian National Railways intends to pre-qualify contractors and/or firms for one turnkey contract [see hereafter the brief description of the types of goods and works to be provided]. It is expected that invitations to bid will be made in November 2008.

Pre-qualification will be conducted through the procedures as specified in the World Bank's [Guidelines: Procurement under IBRD Loans and IDA Credits](#), (current edition), and is open to all eligible bidders as defined in the guidelines.

Interested eligible bidders may obtain further information, and inspect the pre-qualification documents, from the Egyptian National Railways at the address below during office hours [09.00 am to 03.00 pm]. A complete set of pre-qualification documents in English may be purchased by interested bidders on the submission of a written application to the address below and upon payment of a nonrefundable fee of five thousands (5,000) Egyptian Pounds. The method of payment will be cash against documents. The documents will be taken by the interested bidders from the Employer Head Office in Cairo (see the address below).

Applications for pre-qualification should be submitted in clearly marked envelopes and delivered to the address below by 1.00 pm on October 7th, 2008. Late applications will be rejected.

EMPLOYER ADDRESS

Egyptian National Railways
Eng. Samir Farag Youssef
Director of Signaling and Telecommunication Engineering
6 Ramses Square, Railways Building, 2nd floor, Cairo, Egypt
Telephone: 0020-2-2577-4291, 0020-2-2577-2487
Fax: 0020-2-2577-1604
Email: sfarag2020@yahoo.com

DESCRIPTION OF WORK

The Project, which will be executed on the basis of a Fixed Price Turnkey Contract, consists of the modernization of the Signaling system of Beni Suef – Asyut section of line as described hereafter.

This project of modernization involves the development of the all necessary design, supplying, construction, phasing, testing and commissioning, spare parts, training, documentation, two (2) years of total guarantee and assistance in operation plus, as option, maintenance services and assistance in operation during five (5) years.

The project implementation includes the following works:

- 1) Development of the complete detailed and final design for all arrangements and works
- 2) The upgrading of signaling installations between Beni Suef and Asyut:
 - full new automatic block (with contraflow signaling) with color light signals,
 - canceling all the mechanic interlocking installations,
 - creation of new electronic interlocking system in place of mechanic interlocking, according to the new track layout,
 - modification of two (2) "all relay" type of interlocking to connect this new section of line to the existing equipments,
 - creation of all signaling ground installations, including laying cables and civil works (some sub-water line laying of cables), excluding track installations,
 - installation of all the point motors for the switches controlled by the CTC,
 - full new automatic level crossings, not including civil works,
 - creation of new electric power supply 380V three-phases with Uninterruptible Power Supply for all equipments (signaling, CTC, telecommunication), from the 11KV Local Public Power Supply Network, and diesel engine;
 - creation or modification of all the buildings required for the operation of the line by CTC and local control & monitoring, including electromechanical equipment such as air conditioning for each building ventilation, dewatering, etc.
- 3) The creation of a new CTC which will provide the following functions:
 - Automatic Vehicle Supervision (AVS),
 - Automatic Vehicle Regulation (AVR),
 - Train Descriptor (TD),
 - Control and monitoring of Power supply
 - Management and Interface with Communication subsystems,
 - Operation management functions,
 - Maintenance management functions,
 - Passenger information display of pertinent, current, real time and up-to-date travel information to passengers,
 - Maintenance management for optimization of maintenance activities to enhance productivity and system availability,
 - Training and development,
 - Access control to the Transit System premises.
 - Instantaneous overall view of all events and alarms occurring within the system, made available at the CTC traffic room on corresponding control desk according to line and function responsibilities,
 - Storage for archiving all events and alarms to assist in incident & fault diagnostic investigations and statistics.
- This CTC will manage the complete line between Beni Suef and Asyut.
- 4) The creation of new Communication systems for the complete section of line:
 - Passengers' information system
 - Telephony system
 - Voice recording system
 - Interfaces Radio system
 - Alarm control system
 - Clock system
 - Data, voice and video transmission network

- 5) The temporary works and measures necessary for the construction of the project including the provision of temporary offices on the works sites for the Employer and Engineer.
- 6) The all Validation and Integration Tests (Factory Acceptance Tests, Site Acceptance Tests integration and trial tests and commissioning including System Assurance Demonstration Test) and Acceptance
- 7) The complete Safety management from detailed design to completion, leading comprehensive Safety case ensuring that the safety level reaches the highest standards.
- 8) All the necessary and appropriate civil engineering works required to construct the line's facilities and clearing all worksites of debris, unused materials and surplus excavated materials to approved dumping sites to be located by the Contractor
- 9) The Design and the construction of all the exterior and interior maintenance and cleaning access for all the facilities (such as, but not limited to, buildings, CTC, line, annexed structures.)
- 10) All the documents, provided in both Arabic and English languages, necessary to ENR Engineering Department and Operation Department for knowing all functions and components as well as all normal and all the procedures that should be applied for maintenance, works or emergency in case of dysfunction of the systems.
- 11) The training in Arabic language of:
 - the Operation staff before the beginning of Operation to explain the basis of the functions and after in order to clarify some points and answer to questions,
 - the Maintenance staff by a technical presentation of the system, the normal way of using and maintaining it (normal procedures), the fall back procedures in order for the ENR staff to acquire knowledge and confidence.
- 12) The total guarantee of all the new equipments (spare parts, preventive and corrective maintenance) and the assistance in operation during the initial two (2) years of the operating period, including a formal transfer of "know how" in accordance with a pre-approved program and content by the Employer.
- 13) In option, the preventive and corrective maintenance plus the assistance in operation during the five (5) following years.

The choice for the proposed system is confided to the Tenderer who will be guided by the project criteria and performance requirements contained in the Tender Documents. The Tenderer's Technical Offers shall nevertheless be expected to be fully compliant with the requirements and the proposed solution shall reach the highest safety standards, and be of proven technology.

As part of his general responsibility of examining the Site and informing himself of the existing conditions, the Contractor shall be deemed to have informed himself and to have satisfied himself as to the type and quantity of all utilities likely to need diverting/relocating.

The Contractor shall be the sole responsible for coordinating his works with all and any projects in the vicinity of, and which have an affect on the Works, which are either already underway or for which it is possible to be informed, in the case of future projects.

The Contractor will be the sole responsible for all works and actions required for the diversion and protection of Public Utilities which are necessary to permit the execution of the Works.

The Contractor shall be responsible for obtaining all permits required for the execution of the Works and this shall include any permits required for the importation of labor, building permits, permits required for the

circulation of construction traffic or for vehicles delivering materials and permits required to lay cables or more required to provide power supply to any station.

BIDDING PROCESS

The bidding process will be in two stages:

- stage 1 : first general technical proposals on the basis of the conceptual design and performance specifications sent by the Employer
- stage 2 : detailed technical and financial Bids following the sending of possible amended bidding documents.

The Employer reserves the right of the non-sending the bidding documents of the second stage to a bidder from which the Employer had received a general technical proposal not in accordance with the requested conceptual design and performance specifications.

CONSTRUCTION PERIOD

The starting of operating of the line is forecasted forty eight (48) months after the starting of the contract but the Tenders will have to propose in their offer their own planning of services (studies, supplies, works, tests and commissioning, training) on which they will be engaged by contract. The signature of the contract is envisaged during the month of August 2009 and starting in October 2009.

For More Information

The U.S. Commercial Service in Cairo, Egypt can be contacted via e-mail at: Jihan.Labib@mail.doc.gov; Phone: +20-2-2797-2223; Fax: +20-2-2795-8368, or visit our website: <http://www.buyusa.gov/egypt/en>.

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Comments and Suggestions: We welcome your comments and suggestions regarding this market research. You can e-mail us your comments/suggestions to: Customer.Care@mail.doc.gov. Please include the name of the applicable market research in your e-mail. We greatly appreciate your feedback.

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